



Ready for the afternoon's work. The Tutors are lined up and instructors and members are just going up for solo or dual flights.

to be given, and this is very necessary to prevent a pupil from developing faults.

The weather during this camp was worse than indifferent, and on two or more days flying was impossible. But the very most was made of the "fairer intervals," and practically all the soloists made some cross-country flights to not-too-distant aerodromes, such as Duxford, Northolt, and Abingdon. These flights were all carried out successfully. It was interesting to watch the members taking off and landing their Tutors. Halton is not too easy an aerodrome for inexperienced pilots, but they handled their machines with confidence, and gave plenty of evidence that the instruction had been good, and that they were apt pupils. Only one member had learnt to fly before joining the squadron, and he had obtained an "A" licence. During the year he has done about twelve hours' solo flying, but has been given a certain amount of dual as well.

During the camp the squadron was visited by Professor Bairstow, Zaharoff Professor of Aviation at the University of London, by Air Marshal Sir Frederick Bowhill, K.C.B., C.M.G., D.S.O., Air Member for Personnel on the Air Council, and by Sir Philip Sassoon, Under-Secretary of State for Air.

Starting the Squadron

It must have been a difficult matter for the Chief Instructor to start this squadron, for the University of London has more than twice as many students as the combined number of undergraduates at Oxford and Cambridge. That reckoning only includes the London men who are what is called internal students, men (and women) who are taking a recognised course at one of the Colleges of the University. There are also great numbers of external students who do not necessarily live in London and only sit for the examinations of the University. Only internal students are accepted for the squadron. Of course there

were far more than twenty-five applications for membership, and the task of selection cannot have been easy. It is evident that the Chief Instructor has got together a body of men who are not only endowed with the right sort of intelligence for learning to fly quickly, but are also of the athletic type which everyone would wish to see in a University air squadron.

Two incidents during the camp showed the calm way in which members dealt with situations which called for in-



The men who made the Squadron. The Chief Instructor, Wing Commander F. H. M. Maynard, A.F.C. (right), who is an old Soccer "Purple" of London University, and the Adjutant, Sqn. Ldr. D. Macfadyen (left), who helps the C.O. to do everything for everybody.